



Docket No.: 293216US26PCT

COMMISSIONER FOR PATENTS
ALEXANDRIA, VIRGINIA 22313

ATTENTION: MAGDALEN GREENLIEF
OFFICE OF THE DEPUTY COMMISSIONER
PATENT EXAMINATION POLICY

RE: Application Serial No.: 10/586,368
Applicants: Koji HAYASHI, et al.
Filing Date: July 18, 2006
For: CONTROL SYSTEM FOR HYBRID VEHICLES
Group Art Unit:
Examiner:

SIR:

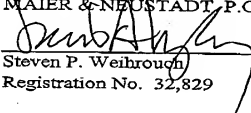
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Request for Participation in the Patent Prosecution Highway (PPH) Pilot Program Between the (1) JPO or (2) UKIPO and the USPTO with Appendices A through G

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Respectfully submitted,

OBLON, SPIVAK, McCLELLAND,
MAIER & NEUSTADT, P.C.


Steven P. Weihrough
Registration No. 32,829

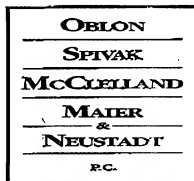
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Alexandria, VA 22313-1450ATTENTION: MAGDALEN GREENLIEF
OFFICE OF THE DEPUTY COMMISSIONER
PATENT EXAMINATION POLICY
FAX NO: 571-273-0125

on Date: 1/2/08

Signature:
Jacob A. Doughty

Total number of pages including this page: 29

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OSMM&N File No. 293216US26PCT

Dept.: Chemical

By: SPW/IAD/dlc

Serial No. 10/586,368

In the matter of the Application of: Koji HAYASHI et al.

For: CONTROL SYSTEM FOR HYBRID VEHICLES

Due Date: January 1, 2008

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- Appendices A through G

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Docket No.: 293216US26PCT

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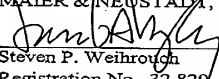
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**REQUEST FOR PARTICIPATION IN THE PATENT PROSECUTION HIGHWAY (PPH) PILOT PROGRAM
 BETWEEN THE (1) JPO OR (2) UKIPO, AND THE USPTO**

Application No.:	10/586,368	First Named Inventor:	Koji HAYASHI
Filing Date:	07/18/2006	Attorney Docket No.:	293216US26PCT
Title of the Invention:	CONTROL SYSTEM FOR HYBRID VEHICLES		

THIS REQUEST FOR PARTICIPATION IN THE PPH PILOT PROGRAM MUST BE FAXED TO:
 THE OFFICE OF THE COMMISSIONER FOR PATENTS AT 571-273-0125 DIRECTED TO THE ATTENTION OF MAGDALEN GREENLIEF

APPLICANT HEREBY REQUESTS PARTICIPATION IN THE PATENT PROSECUTION HIGHWAY (PPH) PILOT PROGRAM AND PETITIONS TO MAKE THE ABOVE-IDENTIFIED APPLICATION SPECIAL UNDER THE PPH PILOT PROGRAM.

The above-identified application validly claims priority under 35 U.S.C. 119(a) and 37 CFR 1.55 to one or more corresponding JPO application(s) or UKIPO application(s).

The ☒ JPO ☐ UKIPO application number(s) is/are: 2004-014318

The filing date of the ☒ JPO ☐ UKIPO application(s) is/are: 01/22/2004

I. List of Required Documents:

- a. A copy of all JPO office actions (excluding "Decision to Grant a Patent") in the above-identified JPO application(s), or a copy of all UKIPO office actions in the above-identified UKIPO application(s).

☒ Is attached. (See Appendix A attached hereto)

☐ Is available via Dossier Access System. Applicant hereby requests that the USPTO obtain these documents via the Dossier Access System.

"It is not necessary to submit a copy of the "Decision to Grant a Patent" and an English translation thereof.

- b. A copy of all claims which were determined to be patentable by the JPO in the above-identified JPO application(s), or a copy of all claims which were determined to be patentable by the UKIPO in the above-identified UKIPO application(s).

☒ Is attached. (See Appendix B attached hereto)

☐ Is available via Dossier Access System. Applicant hereby requests that the USPTO obtain these documents via the Dossier Access System.

- c. English translations (where applicable) of the documents in a. and b. above along with a statement that the English translations are accurate are attached. (See Appendices C to E attached hereto)

Information disclosure statement listing the documents cited in the JPO office actions or UKIPO office actions is attached. All references cited in the JPO Office Actions were previously made of record.

Copies of all documents are attached except for U.S. patents or U.S. patent application publications.

(Page 1 of 2)

This collection of information is required by 35 U.S.C. 119, 37 CFR 1.55, and 37 CFR 1.102(d). The information is required to obtain or retain a benefit by the public, which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 2 hours to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. FAX COMPLETED FORMS TO: Office of the Commissioner for Patents at 571-273-0125, Attention: Magdalen Greenleaf.

PTO/SB/20 (09-07)

Approved for use through 12/31/2008. OMB 0651-0058

U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE

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**REQUEST FOR PARTICIPATION IN THE PATENT PROSECUTION HIGHWAY (PPH) PILOT PROGRAM
BETWEEN THE (1) JPO OR (2) UKIPO, AND THE USPTO**
(continued)

Application No.:	10/586,368	First Named Inventor:	Koji HAYASHI
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II. Claims Correspondence Table:

Claims in US Application	Patentable Claims in JP/UKIPO Application	Explanation regarding the correspondence
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(See Appendices F and G attached hereto)

III. All the claims in the US application sufficiently correspond to the patentable/allowable claims in the JPO or UKIPO application.**IV. Payment of Fees:**The Commissioner is hereby authorized to charge the petition fee under 37 CFR 1.17(h) as required by 37 CFR 1.102(d) to ☐ Deposit Account No. _____☒ Credit Card. Credit Card Payment Form (PTO-2038) is attached.

Signature

Name Jacob A. Doughty
(Print/Typed)

Date

46,671

Registration Number

**Request for Participation in the Patent
Prosecution Highway Pilot Program
U.S. Patent Application No. 10/586,368
Attorney Docket No. 293216US3PCT**

APPENDIX G

Claims Correspondence Table

Request for Participation in the Patent
Prosecution Highway Pilot Program
U.S. Patent Application No. 10/586,368
Attorney Docket No. 293216US3PCT

CLAIMS CORRESPONDENCE TABLE

Claims in US Application	Patentable Claims in JP Application	Explanation regarding the correspondence
Claims 1-21	--	Claims 1-21 of the US application have been cancelled.
Claim 22	Claim 1	Claim 22 of the US application is substantially identical to claim 1 of the JP application.
Claim 23	Claim 2	Claim 23 of the US application is substantially identical to claim 2 of the JP application.
Claim 24	Claim 3	Claim 24 of the US application is substantially identical to claim 3 of the JP application.
Claim 25	--	Claim 25 of the US application has been cancelled.
Claim 26	Claim 4	Claim 26 of the US application is substantially identical to claim 4 of the JP application. US claim 26 differs from JP claim 4 only in that US claim 26 depends solely from US claim 22, while JP claim 4 depends from JP claim 1, JP claim 2 or JP claim 3.
Claims 27-29	--	Claims 27-29 of the US application have been cancelled.
Claim 30	Claim 5	Claim 30 of the US application is substantially identical to claim 5 of the JP application. US claim 30 differs from JP claim 5 only in that US claim 30 depends solely from US claim 22, while JP claim 5 depends from JP claim 1, JP claim 2, JP claim 3 or JP claim 4.
Claims 31-50	--	Claims 31-50 of the US application have been cancelled.

DOCKET NO: 293216US26PCT

IN THE UNITED STATES PATENT & TRADEMARK OFFICE

IN RE APPLICATION OF :
KOJI HAYASHI, ET AL. :
SERIAL NO: 10/586,368 :
FILED: JULY 18, 2006 :
FOR: CONTROL SYSTEM FOR HYBRID :
VEHICLES :

STATEMENT REGARDING ACCURACY OF ENGLISH-LANGUAGE
TRANSLATIONS

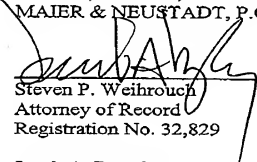
COMMISSIONER FOR PATENTS
ALEXANDRIA, VIRGINIA 22313

SIR:

Applicants state that the English-language translations provided as Appendices C and D to the Request for Participation in the Patent Prosecution Highway (PPH) Pilot Program and Petition to Make Special under the PPH Pilot Program, filed herewith, are accurate.

Respectfully submitted,

OBLON, SPIVAK, McCLELLAND,
MAIER & NEUSTADT, P.C.



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Jacob A. Doughty
Registration No. 46,671

Patented Claims of Japanese Patent No. 3783715 (JPA 2004-014318)

1. A control system for a hybrid vehicle, in which a second prime mover is connected to an output member to which a power is transmitted from a first prime mover through a transmission in which a torque capacity is varied in accordance with an oil pressure, and which has a first hydraulic pump driven by the first prime mover for establishing an oil pressure to be fed to the transmission, and a second hydraulic pump arranged in parallel with the first hydraulic pump and driven by an electric motor, comprising:

a torque limiting means for limiting an output torque of the second prime mover temporarily, at a starting time of the first prime mover.

2. The control system for a hybrid vehicle according to Claim 1, further comprising:
a hydraulic pump driving means for driving the second hydraulic pump when the first prime mover is halted.

3. The control system for a hybrid vehicle according to Claim 2,
wherein the first prime mover includes an internal combustion engine which is started by carrying out a motoring by an external force, and
further comprising a hydraulic pump halting means for halting the second hydraulic pump after a complete combustion in the internal combustion engine is determined.

4. The control system for a hybrid vehicle according to any of Claims 1 to 3, further

comprising:

a halt control means for halting the first prime mover subsequent to driving of the second hydraulic pump, in case of halting the first prime mover when the transmission is set to the predetermined torque capacity by the oil pressure fed from the first hydraulic pump.

5. The control system for a hybrid vehicle according to any of Claims 1 to 4, further comprising:

a hydraulic pump drive determining means for determining a change in a driving state of the first hydraulic pump resulting from shifting of the first prime mover from a halting state to a driving state, on the basis of the operating state of the second hydraulic pump.

(19) 日本国特許庁 (JP)

(12) 特 許 公 報 (B2)

(11) 特許番号

特許第3783715号

(P3783715)

(45) 発行日 平成18年6月7日 (2006.6.7)

(24) 登録日 平成18年6月24日 (2006.6.24)

(51) Int. Cl.

F 1

FO2D 29/02 (2006.01)
 B6OW 20/00 (2006.01)
 B6OW 10/08 (2006.01)
 B6OW 10/30 (2006.01)
 B6OK 6/04 (2006.01)

FO2D 29/02 321B
 FO2D 29/02 D
 FO2D 29/02 321C
 B6OK 8/04 31O
 B6OK 6/04 38O

請求項の数 5 (全 17 頁) 最終頁に続く

(21) 出願番号 特願2004-14318 (P2004-14318)
 (22) 出願日 平成18年1月22日 (2004.1.22)
 (65) 公開番号 特開2005-207304 (P2005-207304A)
 (43) 公開日 平成17年8月4日 (2005.8.4)
 審査請求日 平成17年4月20日 (2005.4.20)

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(54) 【発明の名称】 ハイブリッド車の制御装置

(57) 【特許請求の範囲】

【請求項 1】

第1の動力源から動力が伝達される出力部材に、油圧に応じてトルク容量が変化する変速機を介して第2の動力源が連結され、前記第1の動力源によって駆動されて前記変速機に供給する油圧を発生する第1油圧ポンプと該第1油圧ポンプに対して並列に設けられかつ電動機によって駆動される第2油圧ポンプとを有するハイブリッド車の制御装置であつて、

前記第1の動力源を始動させる際に前記第2の動力源の出力トルクを一時的に制限するトルク制限手段を備えていることを特徴とするハイブリッド車の制御装置。

【請求項 2】

前記第1の動力源が停止中に前記第2油圧ポンプを駆動させる油圧ポンプ駆動手段を更に備えていることを特徴とする請求項1に記載のハイブリッド車の制御装置。

【請求項 3】

前記第1の動力源が外力によってモータリングされて始動される内燃機関を含み、その内燃機関の先爆が判定された後に前記第2油圧ポンプを停止させる油圧ポンプ停止手段を更に備えていることを特徴とする請求項2に記載のハイブリッド車の制御装置。

【請求項 4】

前記第1油圧ポンプから供給される油圧によって前記変速機が所定のトルク容量になっている状態で前記第1の動力源を停止させる場合に、前記第2油圧ポンプを駆動した後、前記第1の動力源を停止させる停止制御手段を更に備えていることを特徴とする請求項1

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から3のいずれかに記載のハイブリッド車の制御装置。

【請求項5】

前記第1の動力源を停止状態から駆動状態に切り換えることに伴う前記第1油圧ポンプの駆動変化状態を、前記第2油圧ポンプの動作状態に基づいて判定する油圧ポンプ駆動判定手段を更に備えていることを特徴とする請求項1から4のいずれかに記載のハイブリッド車の制御装置。

【発明の詳細な説明】

【技術分野】

【0001】

この発明は、第1の動力源から動力の伝達される出力部材に、第2の動力源を変速機を介して連結したハイブリッド車を対象とする制御装置に関し、特に第1の動力源によって駆動される油圧ポンプと、これとは独立した他の電動機によって駆動される油圧ポンプとを備え、これらの油圧ポンプで発生させた油圧によって変速機を動作させるように構成されたハイブリッド車の制御装置に関するものである。

【背景技術】

【0002】

いわゆる機械分配式の駆動装置を搭載したハイブリッド車の一例が、特許文献1に記載されている。その構成を簡単に説明すると、分配機構を構成しているシングルピニオン型遊星歯車機構のキャリアにエンジン側のトルクが入力され、またサンギヤに第1のモータ・ジェネレータが連結され、さらにリングギヤにカウンタドライブギヤなどの出力部材が連結されている。その出力部材もしくはリングギヤに、変速機を介して第2のモータ・ジェネレータが連結されている。その変速機は、全体が一体となって回転する直結段と、出力回転数が入力回転数より低下する低速段とに切り換えられるように構成され、それらの変速段を油圧によって動作する係合機構を適宜に動作させることによって設定するようになっている。

【0003】

この種のハイブリッド車では、エンジンおよび第1のモータ・ジェネレータの動力によって走行することができるだけでなく、第2のモータ・ジェネレータから出力されたトルクをアシストトルクとして走行し、あるいは第2のモータ・ジェネレータの出力トルクのみによっても走行することができる。

【0004】

エンジンによって駆動される機械式ポンプに加えて、バッテリーの電力で駆動される電動ポンプを備えた車両が特許文献2に記載されている。この特許文献2に記載されている各ポンプは、自動変速機に油圧を供給するためのものであって、エンジンを停止させる条件が成立した場合に、エンジンを実際に停止させるのに先立って電動ポンプの作動を開始させるように構成されている。また、特許文献2の発明では、電動ポンプによって発生させた油圧が不足する場合には、エンジンの停止を禁止するように構成されている。

【0005】

また、エンジンの出力トルクに電気モータの出力トルクをアシストトルクとして付加し、そのトルクを無段変速機を介して出力するように構成されたハイブリッド車両を対象とする制御装置が特許文献3に記載されており、この特許文献3に記載された制御装置では、油圧の不足などによってベルト挟圧力が不十分な状態でのダウンシフトの際に、電気モータによるトルクアシストを制限し、ベルト滑りを防止するように構成されている。

【0006】

また一方、機械式オイルポンプと電動オイルポンプとを備えたハイブリッド車において、電動オイルポンプの累積稼働時間や累積回転数などに基づく累積負荷が耐用負荷を超えた場合に、動力伝達装置が動作している間はエンジンの停止を禁止して機械式オイルポンプによって油圧を発生させるように構成された発明が、特許文献4に記載されている。なお、電動機の動作状態が予め定められている熟定格を超えた場合には、その電動機の動作を制限するように構成された発明が特許文献5に記載されている。

Reference No.: 3094000 Mailing No.: 307178 Mailing Date: August 23, 2005 1

Notice of Reasons for Rejection

Application No.: 2004-014318
Issue Date: August 15, 2005
Examiner: INABA, Taiki 9820 3T00
Attorney: WATANABE, Takeo
Applied Article: Section 29(2)

The present application is rejected under the following reasons. Any argument should be filed within 60 days from the mailing date of this communication.

Reasons

The below listed claimed inventions of the present application are rejected under Patent Law Section 29(2), because the claimed inventions could easily have been made, prior to the filing of the patent application, by a person with ordinary skill in the art to which the invention pertains, on the basis of the inventions having been described in the publications to be referred to hereinafter which are distributed in Japan or elsewhere or made available to the public through electric telecommunication.

Details (Cited documents are listed in List of Cited References)

- Claim 6
- Cited Document: 1

Remarks

The cited Document 1 discloses an art of obtaining an accumulated operation time of an electric oil pump for feeding oil pressure to a transmission in a hybrid vehicle, by adding the operation time when the pump is activating, by subtracting the operation time when the pump is not activating, and by correcting on the bases of a temperature of an operating oil, so as to inhibit a suspension of an engine in case the accumulated operation time exceeds a preset value, and to allow a suspension of the engine in case the accumulated operation time becomes smaller than the preset value.

Additionally, setting a hysteresis on the preset values for inhibiting and allowing a suspension of the engine is merely a conventional art. Also, in case of taking into consideration the accumulated operation time of the electric oil pump, taking the load on the pump into consideration is a design matter.

Further, the technique of varying a torque capacity (i.e., a belt tension, a clamping pressure of the belt etc. of a CVT) of the transmission of a hybrid vehicle by an oil pressure is also known in the art (e.g., JPA 08-266012, JPA 2000-308207, JPA 2002-089307 etc.).

List of Cited References

With respect to the inventions except for the claim as pointed out in this Notice of Reasons for Rejection, no reasons for rejection can be found at present. A notice of reasons for rejection will be issued if another reasons for rejection is newly found.

- (1) Any amended description in the specification shall be underlined (cf. Patent Law Implementing Regulation Section 13 Remark 6).
- (2) Amendment shall be limited to the matters originally disclosed in the specification, claims and drawing, or to the matters obvious from the original specification, claims and drawing. In a written argument, reasons for justifying amendments rendered should be indicated clearly specifying the original descriptions in the specification to be the basis of amendment. With respect to the format of the written argument, the applicant may refer to the format of the request for correction of invalidation trial. The applicant should be aware of prior arts with reference to prior art documents when making amendments, if listed any (the prior art documents may be incorporated by reference as a prior art).

• Fields Searched: IPC 7th edition B60K 6/02-6/04
B60L11/00-11-18
F02D29/00-29/06
B60K41/00-41/28
F16H61

1. JPA 2002-118901
2. JPA 2001-041067
3. JPA 2000-230442
4. JPA 10-212983
5. JPA 2003-205768

This recordal of searching result does not constitute the reason for rejection.

Reference No.: 30940000 Mailing No.: 307178 Mailing Date: August 23, 2005 3/E

Any inquiry concerning this Notice of Reasons for Rejection or request for interview should be directed to INABA, Daiki of Second Examination Department of Power Machinery Div.

TEL: 03 (3581) 1101 Ex 3393 FAX: 03 (3580) 6904

整理番号:30940000 発送番号:307178 発送日:平成17年 8月23日 1
拒絶理由通知書

特許出願の番号	特願2004-014318
起案日	平成17年 8月15日
特許庁審査官	稲葉 大紀 9820 3T00
特許出願人代理人	渡辺 丈夫 様
適用条文	第29条第2項

この出願は、次の理由によって拒絶をすべきものである。これについて意見があれば、この通知書の発送の日から60日以内に意見書を提出して下さい。

理 由

この出願の下記の請求項に係る発明は、その出願前日本国内又は外国において頒布された下記に刊行物に記載された発明又は電気通信回線を通じて公衆に利用可能となった発明に基いて、その出願前にその発明の属する技術の分野における通常の知識を有する者が容易に発明をすることができたものであるから、特許法第29条第2項の規定により特許を受けることができない。

記 (引用文献等については引用文献等一覧参照)

- ・請求項6について
- ・引用文献1

備考

引用文献1には、変速機に油圧を供給する電動オイルポンプを備えるハイブリッド車両において、電動オイルポンプの累積作動時間を、前記ポンプの作動時に加算、停止時に減算し、且つ、作動油温に基づく補正を加えて求め、該累積作動時間が所定値を上回った場合にはエンジン停止を禁止し、該所定値を下回った場合にはエンジン停止を許可する技術が記載されている。

なお、ハンチング防止などの目的のために、エンジン停止を禁止する所定値と許可する所定値にヒステリシスを設けることは周知技術の適用に過ぎない。また、電動オイルポンプの累積作動時間を考慮する場合、ポンプ負荷も考慮することは設計的事項である。

また、ハイブリッド車両において油圧により変速機のトルク容量(無段変速機のベルト張力、ベルト挟圧力など)を変更する技術も従来周知である(例、特開平08-266012号公報、特開2000-308207号公報、特開2002-089307号公報等。)

引用文献等一覽

1. 特開2002-155865号公報

この拒絶理由通知書中で指摘した請求項以外の請求項 1～5に係る発明については、現時点では、拒絶の理由を発見しない。拒絶の理由が新たに発見された場合には拒絶の理由が通知される。

(1) 明細書、特許請求の範囲を補正した場合は、補正により記載を変更した個所に下線を引くこと（特許法施行規則様式第13備考6）。

(2) 補正は、この出願の出願当初の明細書、特許請求の範囲又は図面に記載した事項のほか、出願当初の明細書、特許請求の範囲又は図面に記載した事項から自明な事項の範囲内で行わなければならない。補正の際には、意見書で、各補正事項について補正が適法なものである理由を、根拠となる出願当初の明細書等の記載箇所を明確に示したうえで主張されたい。意見書の記載形式は、無効審判における訂正請求書の記載形式を参考にされたい。なお、先行技術文献が記載されている場合は、補正する際に先行技術文献を参照して周知技術等に留意されたい（先行技術文献は周知技術等として援用する場合があります。）。

先行技術文献調査結果の記録

・調査した分野

I P C 第 7 版	
B 6 0 K	6 / 0 2 - 6 / 0 4
B 6 0 L	1 1 / 0 0 - 1 1 / 1 8
F 0 2 D	2 9 / 0 0 - 2 9 / 0 6
B 6 0 K	4 1 / 0 0 - 4 1 / 2 8
F 1 6 H	6 1

・先行技術文献

1. 特開 2002-118901 号公報
2. 特開 2001-041067 号公報
3. 特開 2000-230442 号公報
4. 特開平 10-212983 号公報
5. 特開 2003-205768 号公報

この先行技術文献調査結果の記録は、拒絶理由を構成するものではない。

この拒絶理由通知の内容に関するお問い合わせ、または面接のご希望がございましたら、

整理番号:30940000 発送番号:307178 発送日:平成17年 8月23日 3/E

ましたら下記までご連絡下さい。

特許審査第二部 動力機械 稲葉 大紀

TEL. 03(3581)1101 内線3393

FAX. 03(3580)6904

Disclaimer:

This English translation is produced by machine translation and may contain errors. The JPO, the INPIT, and those who drafted this document in the original language are not responsible for the result of the translation.

Notes:

1. Untranslatable words are replaced with asterisks (****).
2. Texts in the figures are not translated and shown as it is.

Translated: 02:15:37 JST 01/08/2008

Dictionary: Last updated 12/14/2007 / Priority:

Decision to Grant a Patent

Application number: Application for patent 2004-014318

Date of Drafting: Heisei 18(2006) February 17

Patent examiner: INABA, Hiroki 9820 3T00

Title of invention: Control device of a hybrid car

The number of claims: 5

Applicant: TOYOTA JIDOSHA KABUSHIKI KAISHA

Representative: Watanabe Strong

This application is to be granted a patent as there is no reason for refusal.

Director General(p.p.) Director(p.p.) Examiner Assistant examiner Manager for Determination of Classification WADA, Yuji INABA, Hiroki SHOMURA, Yoichi 8612 9820 9718

1. Distinction of Patent: Usually

2. Reference documents: **

3. Application of Patent Law, Section 30: Nothing

4. Change of Title of Invention: Nothing

5. International Patent Classification (IPC)

F02D 29/02 321B F02D 29/02 D F02D 29/02 321C B60K 6/04 310 B60K 6/04 380 B60K 6/04 400 B60K 6/04 553 , B60K 6/04 730 , B60L 11/14 ZHV , F02D 29/00 C, F02N 11/04 D

6. Deposition of Microorganism

7. Display of Purport that Retroactivity of Filing Date is not Accepted

Decision to Grant a Patent(Memorandum)

Application number: Application for patent 2004-014318

1. Technical Fields to Be Searched (IPC, DB Name)

B60K 6/02- 6/04B60L11/00-11/18F02D29/00-29/06B60W10/00-20/00

2. Reference patent documents

JP,2002-155865,A (JP, A) JP,10-212983,A (JP, A) JP,2002-118901,A (JP, A) JP,2001-041067,A (JP, A) JP,2000-230442,A (JP, A) JP,2003-205768,A (JP, A)

3. Reference books and magazines

[Translation done.]

Request for Participation in the Patent
Prosecution Highway Pilot Program
U.S. Patent Application No. 10/586,368
Attorney Docket No. 293216US3PCT

APPENDIX A

Notice of Reasons for Rejection Issued By JPO

Request for Participation in the Patent
Prosecution Highway Pilot Program
U.S. Patent Application No. 10/586,368
Attorney Docket No. 293216US3PCT

APPENDIX C

English-Language Translation of Notice of Reasons for
Rejection Issued By JPO

Request for Participation in the Patent
Prosecution Highway Pilot Program
U.S. Patent Application No. 10/586,368
Attorney Docket No. 293216US3PCT

APPENDIX E

Statement Regarding Accuracy of English-Language
Translations

Request for Participation in the Patent
Prosecution Highway Pilot Program
U.S. Patent Application No. 10/586,368
Attorney Docket No. 293216US3PCT

APPENDIX B

Copy of Claims Determined to be Patentable by JPO

Request for Participation in the Patent
Prosecution Highway Pilot Program
U.S. Patent Application No. 10/586,368
Attorney Docket No. 293216US3PCT

APPENDIX D

English-Language Translation of Copy of Claims Determined to
be Patentable by JPO